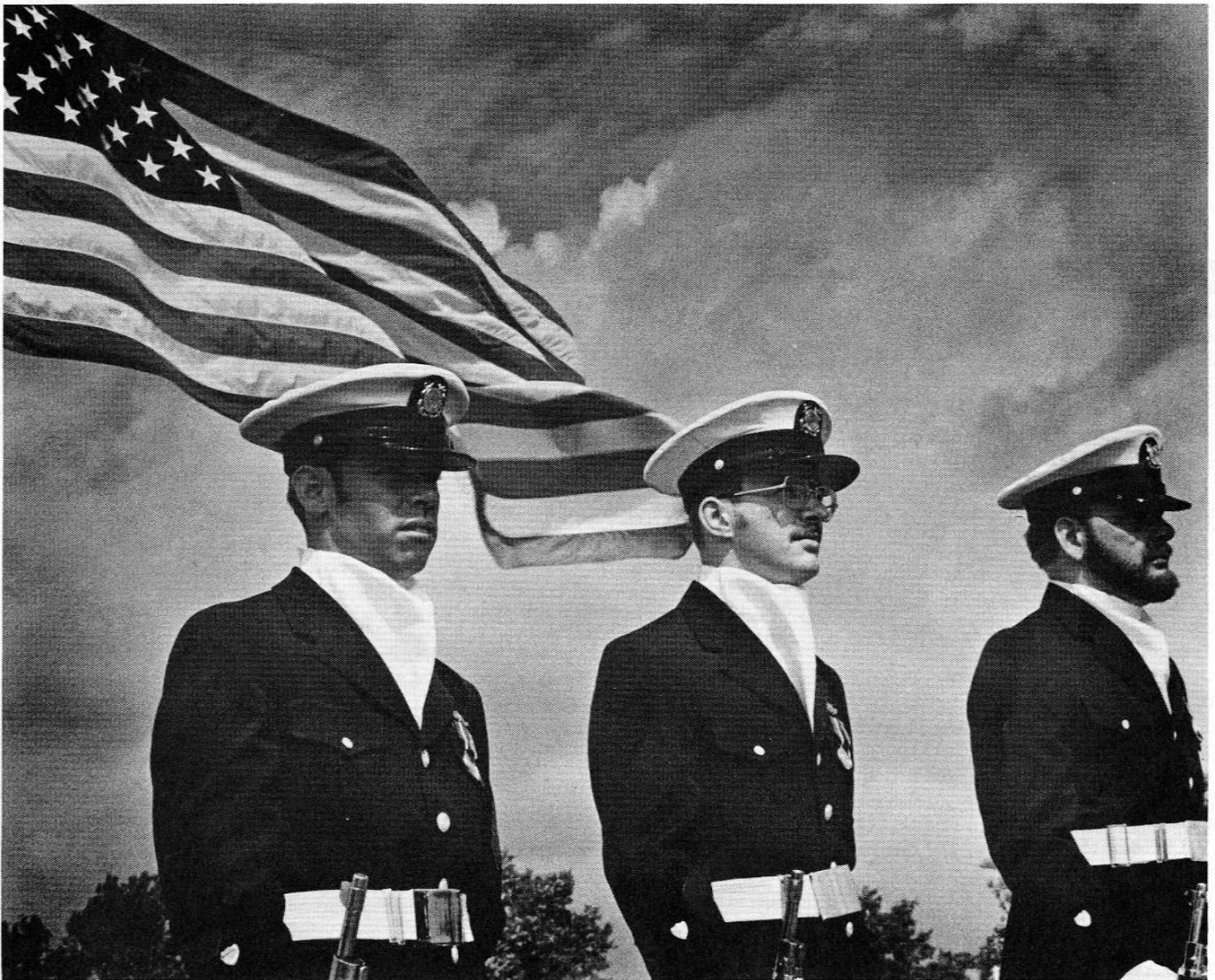


U.S. Department of Transportation
The Coast Guard
Reservist
September - October 1981



UNCLAS

YN3 Theresa M. James, USCGR, a member of CGRU Atlanta, received a 1981 Outstanding Military Citizen of Georgia Award at the annual Armed Forces Week luncheon held in Atlanta recently. Each branch of the Armed Forces, both Active and Reserve, selected a nominee for the award, based upon character and reputation, good military conduct and significant contributions to the community.

The Reservist salutes Petty Officer James and her proud unit. Well done!

by LCDR C. D. Dorsey, USCGR

Reserve Group St. Petersburg and two of its subordinate units, Units A and B of St. Petersburg, have been cited for "superior performance" by RADM B. L. Stabile, Commander, Seventh Coast Guard District.

In the citation, RADM Stabile drew attention to the outstanding response from 28 January 1980 to 20 February 1980 during the USCGC Blackthorn disaster.

"Voluntarily, these units responded to the disaster in less than two hours. They provided direct and indirect support to rescue and recovery missions. Tirelessly and with a deep devotion to duty, they supplied in excess of one thousand hours of volunteer service to the mission.

"They performed all assignments given to them in a dedicated and professional manner, unselfishly giving of themselves in the unsuccessful effort to aid in the recovery of the missing crew members of the USCGC Blackthorn," RADM Stabile's citation to the units read.

Additionally, a number of reservists that are members of RESGRU St. Petersburg and its six subordinate units who went on voluntary special active duty

during this period were named in the Unit Commendation given the regular command, Station St. Petersburg, for operations during the Blackthorn incident.

The "Superior Performance" citation capped a year that saw RESGRU St. Petersburg and its units performing in the "hot corner" of the Seventh Coast Guard District. Members of the Reserve Group and its units also volunteered for special active duty following the collapse of a span of the Sunshine Skyway Bridge, which was rammed by a tanker.

Members of the Reserve Group staff and the six Reserve units received Humanitarian Service Medals and ribbons for direct participation in the Cuban Refugee operations. Others were called to active duty to support the Cuban operations indirectly.

Reserve Group Commander during the first part of this busy year was CDR Richard Wheeler. He was named to District's Reserve Inspection Staff in mid-summer and was relieved by CDR. O. F. Frazee III just as the Reserve Group became heavily involved in the Cuban Refugee operations.

For more on St. Petersburg, see the story on page 15.

by CDR Fred Smith, USCGR

Cover—PAC Cable Spence, USCGR, submitted the winning entry (reservists serving the nation category) in the 1981 **Coast Guard Reservist Photo Contest**. Title: "Ceremony." For other winners, see page 6. Congratulations to all!

The 131st General Assembly of the State of Delaware has issued a joint proclamation, honoring the accomplishments of LCDR Richard W. Schneider, former CO of CGRU Indian River, and his unit for its outstanding accomplishments and service to the boating public in the state of Delaware.

CGRU Indian River's principal mission is search and rescue in the Delaware River and Bay and in the Atlantic Ocean in the Delaware/ New Jersey/ Maryland area.

The unit augments the regular Coast Guard unit in all its activities, including boat crews, vessel boardings, station maintenance, communication watch- es and support functions.

LCDR Schneider now serves at CGRU Gloucester City, N.J.

Congratulations to all!

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

ADMIRAL J.B. Hayes
Commandant, U.S. Coast Guard

REAR ADMIRAL Sidney B. Vaughn, Jr.
Chief, Office of Reserve

LTJG Kim Pickens
Editor

YN2 Mary Millard
Typist

This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1)
Washington, D.C. 20593

phone 202-426-2350 (FTS 426-2350)

CG-288

Admiral's corner

This month, I would like to discuss an important new program recently developed by the Office of Personnel. I'm talking about the Officer Performance Management System (OPMS), which has been designed to replace the current Officer Fitness Reporting System for both active duty and Reserve alike.

Some of you are now involved in the operational test of the new system in the Eighth District. I encourage you to give this test your utmost attention so that we may have a good basis upon which to evaluate its usefulness to the Reserve program.

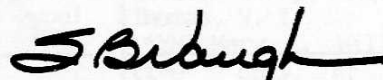
While I realize that much of what I am about to say is not of immediate interest to enlisted personnel. I'd like to point out that this new system is a performance management system first and an officer system second. As a matter of fact, a similar system for enlisted personnel was developed and field tested several years ago. Several significant problems were revealed by the test, however, and a decision was made not to implement the system. How the new OPMS works with the officer corps may renew interest in a new enlisted system.

Space does not permit a detailed description of OPMS, but I will hit some of the highlights of this new system. First, as I indicated earlier, OPMS is a system that addresses the performance development as well as approval of its officers. As such, it is designed to serve three main functions:

1. Provide relevant, credible information necessary for making important personnel management decisions, primarily in the area of promotion and, to a certain extent, assignment.
2. Foster improved performance of individual officers, and, thus, the quality of the officer corps, through effective performance counseling.
3. Enhance organization effectiveness by assigning responsibilities and defining relationships of people and tasks within the chain of command.

To accomplish this, OPMS has been designed to include: (1) initial goal setting and establishment of performance requirements, (2) performance counseling during the reporting period and (3) a final performance appraisal at the end of the period. Unlike the present "end-oriented" reporting system, the OPMS is a continuous process, wherein the reported on officer and his or her supervisor meet several times during the reporting period to discuss performance. New forms are being used, and behaviorally-anchored rating scales have been developed.

To me, this new system is quite exciting and I am anxious to see the results of the operational test now being conducted. The active service plans to implement the new system for certain grades in January '82. I intend to delay implementing the new system in the Reserve until sometime after the Reserve test ends in April. That way we can benefit fully from the test and will be able to decide whether to adopt the system in whole or in part. I do not feel compelled to have the Reserve system exactly like the regular one. With only thirty to forty days active duty each year, the Reserve side may not be able to afford the same amount of counselling or discussion time as the regular side does, even though it might be beneficial. In addition, we'll delay because of the need for a certain amount of training in order for an individual to effectively use the new system. We'll keep you posted as the system develops.



RADM Sidney B. Vaughn

brief comments



A proud inspection. Members of CGRU Cincinnati stand ready as a party, led by Honorable Thomas Luken, Representative of the Second Congressional District of the State of Ohio, prepares for inspection during the ROA Congressional Award ceremony held in Cincinnati. With him are RADM Norman Venske, Commander, Second Coast Guard District, and CDR Paul Faulhaber, USCGR, (directly behind the admiral), CO of CGRU Cincinnati and the man responsible for the unit's success.

Special note:

Course waivers

UCMJ

The UCMJ Correspondence Course is temporarily unavailable pending revision of the course. This course requirement is waived for competition in the October 1981 Reserve-administered Servicewide Examination for E-8 candidates and for all candidates in the December 1981 Reserve-administered Warrant Officer Examination.

Leadership

The Leadership Course requirement continues to be waived for competition in the October 1981 Reserve-administered Servicewide Examination for E-9 candidates

and for all candidates in the December 1981 Reserve-administered Warrant Officer Examination.

Attention for 1982

The Navy has recently developed a new correspondence course, Navy Leadership and Management Module I (NAVEDTRA 016-01-69-80). This course will be required for E-9 and Warrant Officer candidates, starting with the 1982 Servicewide and Warrant Officer Examinations, and is the appropriate Leadership course for completion of Direct Commission Officer Indoctrination requirements.

Record of Emergency Data important

reprinted from
the **Reserve Reporter** (CCGD1)

How would anyone know to whom certain Coast Guard benefits should be paid in the event of your death? Would the Coast Guard know who to contact if you are injured?

There is only one correct -- and legal -- way to be sure that proper steps are taken. You, the individual reservist, must have a current CG-4113 Form, Record of Emergency Data, on file at District (r).

Form CG-4113 is to be completed by you upon entry into the Reserve and re-executed whenever a change occurs in items 5-16 on the form; e.g., reenlistment, change in status from enlisted to officer, or recall to active duty. It should also be reviewed annually, as close to 1 April as possible, or while serving on active duty.

The Record of Emergency Data provides critical information for several functions, among them: to notify relatives in an emergency or death; as a basis for whatever death gratuities may accrue to them; for distribution of unpaid pay and allowances; notification of commercial insurance companies in event of death; and as required by certain laws pertaining to U. S. Government Life Insurance, National Service Life Insurance and Servicemen's Group Life Insurance.

Screening of FAA employees suspended

The screening of FAA "Key Employees" who are members of the Ready Reserve has been suspended. FAA is currently staffing a policy change which would designate fewer FAA employees as "Key Employees." As a result, most FAA employees who are Ready Reservists will be authorized to remain in their present status.

3453 + 392 = ADT

CG-3453? What's that?

If you are a Coast Guard reservist and you cannot answer the above question, read on. If you think you know the answer, read on -- at least for a bit.

The CG-3453 (Request for Active Duty for Training Officer and Enlisted Reserve Personnel) is to be used for all requests for ADT -- including IADT, SADT, and annual training. This form must be submitted by the reservist prior to orders being issued.

Over the past few months some slackness seems to have occurred in submitting the CG-3453s, particularly for SADT. Part of the problem is because, as active duty Coast Guard offices have realized a personnel resource within the Reserve, they have approached individual reservists and asked if that individual would be interested in coming to work for a short while on a project. The active duty office has then submitted a request for the individual. Sometimes orders have been issued without the reservist even desiring duty. This system backfires.

The proper system, as defined in Chapter Five of the Reserve Training Manual (CG-392), works!

Whenever a reservist desires to go on SADT (whether approached to come by someone, answering a solicitation seen in the Reservist or a message or newsletter, or submitting a "dream request" because the member could use the extra work and has time off from a civilian position), a CG-3453 is to be submitted via the chain-of-command in accordance with CG-392. Make sure you submit your request ahead of time -- approximately six weeks. (Some districts may be different.)

This will alleviate the problems caused when COs get to their units and their members are missing unexpectedly or when someone gets orders he or she hadn't asked for.

If you find an SADT job you think you'd be interested in, advise the office that wants you that the procedures for requesting someone for SADT can be found in Chapter Five of CG-392. "Lead time" is an absolute necessity! Then submit your

CG-3453.

If you want to be an I/A during the summer, this is a form of SADT. Get that CG-3453 in!

If it's time for your annual training (school or QJT), remember such things as the lead time and quota availabilities. Get that CG-3453 submitted! Don't get yourself cut short by missing your anniversary year.

If you are an RK or RP and are requesting a class "A" school or QJT, check the procedures for the request with your Training Officer. A timely CG-3453 must be submitted. RKs should recall that they are to indicate six choices for their IADT Phase II training assignments.

Should you have any questions about requesting ADT, check Chapter Five of the Reserve Training Manual and then, if you still have questions, check with your Training Officer. You might even want to keep a spare CG-3453 with you, just in case. P. S. Don't forget -- always keep a copy of any submitted CG-3453.

Das ist verboten!

Reservists are reminded that the scheduling of 24-hour drills is expressly forbidden in Article 2-C-4 of COMDTINST M1001.26 (Reserve Administrative Manual).

The Commandant has spelled out minimum duty times and maximum drill credits allowable. Notably, eight hours training (excluding meals and rest time) is the minimum time for a multiple drill. Only one multiple drill is allowed in any one calendar day. One multiple drill and one or more single drills cannot be logged in any one calendar day.

A recent investigation strongly illustrates this point.

A Reserve petty officer received credit for multiple drills over a two day period, when, in fact, he had been on duty from 0700 on Saturday to 0700 on Sunday. The incident happened not once, but twice. This is illegal!

What began as a "convenient" way to schedule drills ended up as an embarrassing investigation for the reservist and his CO. Don't let that happen to you!

Reserve deaths

*SA Donald G. Winkler, inactive duty, 12/80, at Miami, FL

*SA William M. Davis, inactive duty, 12/80, at Garden Grove, CA

*BMC John W. Hagert, Jr., inactive duty, 1/81, at Melbourne, FL

*SSC Melvin H. Edmundson, inactive duty, 1/81, at Altoona, PA

*LCDR Randolph P. Falvey, inactive duty, 1/81, at Englewood, CO

*PS2 Richard N. Callwood, inactive duty, 12/80 at St. Thomas, V. I.

*YN2 Mary A. Williams, inactive duty, at Dallas, TX

*MK3 Kerry L. Barnes, IRR, at Shelly, ID

'Assistance as available'

by LCDR Harry Robertson, USCGR

The present Coast Guard policy for firefighting is found in Chapter 86-6 of the Marine Safety Manual (MSM), COMDTINST M16000.3. This policy statement updates and cancels COMDTINST 11320.7, promulgated by old G-WLE in 1976.

However, there seems to be some confusion in the field concerning how to act on the current firefighting policy. The Coast Guard firefighting policy has not changed, nor is any change anticipated from the principle of "assistance as available."

The purpose of this article is to discuss and amplify the concepts of planning, coordination and training of Coast Guard personnel as set forth in the MSM, to suggest possible mechanisms to implement policy, and to restate that the U. S. Coast Guard is not primarily tasked with firefighting as a mission area.

The Commandant advocates extensive use of contingency plans as a tool to allow field commanders to fully address their many tasks. Some of the aims of contingency planning as detailed in Chapter 86 of the Marine Safety Manual are:

- To provide adequate training to personnel participating in response, mitigation or coordination efforts;

- To prevent damage or destruction in the port area by minimizing the probability that an event will occur;

- To minimize any damage or destruction through prompt detection, rapid and effective response, and implementation of mitigating action;

- To establish and maintain liaison with appropriate Federal, state and local agencies for the coordinating of planning and response;

- To clarify the decision making process of the On Scene Coordinator / Commander; and

- To provide for the safe, secure and orderly continuation of marine traffic if required. Paramount in preparing for ves-

sel or waterfront fire scenarios is the need to integrate Coast Guard contingency planning and unit training efforts with other agencies, particularly local fire departments. All Captains of the Port (COTPs) are encouraged to work closely with municipal fire departments, facility operators, mutual aid, and other interested organizations to exchange information, develop lines of communication, develop response and training plans, and, if desirable, to negotiate formal reciprocal fire protection agreements which benefit both the U. S. Coast Guard and the community.

The establishment of a Marine Firefighting Coordinator (MFC) position in the emergency response organization can provide the OSC with expertise and advice during marine fire situations. The MFC would be a Coast Guard Reserve officer or petty officer with an extensive fire service background.

In addition, MFCs should undergo advanced training in Marine Firefighting and should have first hand knowledge of the various local fire organizations and the MSO structure. Functional duties of the Marine Fire Coordinator could include assistance in contingency planning and training efforts, coordination of resources for most effective use during an incident, and cogent liaison between local fire authorities and the Coast Guard.

Captains of the Port are urged to consider the Marine Firefighting Coordinator function as an effective way to integrate Reserve expertise into planning and response operations.

The training of MSO personnel called upon to fight fires is essential.

Units which provide support to and interface with municipal fire authorities in response to waterfront facility and vessel fires should approach training of response personnel as a two phase

process. Training should be initiated at the Level I qualification specified in National Fire Protection Association (NFPA) Standard 1001.

This training will prepare Coast Guard personnel with the basics of fire fighting and the knowledge necessary to more effectively interface with the local fire departments.

The NFPA 1001 qualification covers the basics of fire behavior, fire inspections, safety, first aid and rescue.

Experience is also provided in the use of protective breathing apparatus, ropes, fire appliances and sprinkler systems, as well as conceptual and hands-on training in the use of fire streams, ventilation and communications in a fire situation.

Nationally recognized and certified training (approximately three weeks duration) which meets or exceeds NFPA standards for entry level professional firefighters should be available shortly through a joint services training facility at Chanute Air Force Base in Illinois. This training may be available through local fire academy or other training programs. Advanced training may also be available through Chanute or locally.

The second training phase broadens the basic knowledge specified in NFPA 1001 and applies that knowledge to shipboard situations. The Marine Firefighting course (one week duration) offered by the Military Sealift Command (MSC), Pacific, located in San Francisco, is recommended as one of the best and the most cost-effective training programs available for Coast Guard personnel who may become involved in response to fires aboard merchant vessels.

The MSC course consists of both classroom and practical hands-on fire ground exercises. It is designed to familiarize merchant mariners with the chemistry and

In civilian life, Mr. Robertson is a Port Safety Specialist employed by Commandant (G-WPE) as chief of the policy section for the Port and Environmental Safety Program. On drill weekends he is a member of the Headquarters Reserve Unit (G-OMR) which supports military readiness and operations programs. His comments here are of general interest to both reservists and active duty personnel involved in port safety.

physics of fire, shipboard fire-fighting agents and equipment, a vessel's fixed extinguishing and detection systems, breathing apparatus, hazardous cargoes, fire prevention, shipboard search and rescue and first aid. The fire ground exercises provide students with the opportunity to use fog and foam applicators, portable extinguishers and other equipment normally found aboard merchant vessels in fighting various types of shipboard fires.

The training and qualifications noted here are not designed to make Coast Guard response personnel professional firefighters, but will help unit personnel learn their capabilities and limitations in fighting fire. The aims of proper training are: responsible action and safety of personnel.

Within the guidelines of the Commandant's firefighting policy, the proper role of the Coast Guard in marine fire situations depends largely on the availa-

bility and capabilities of local fire departments, the Coast Guard resources available, and their level of training.

Coast Guard personnel should not actively engage in fighting fire, except in support of a regular firefighting agency and under the supervision of a qualified fire officer. The term "qualified fire officer" should not be confused with a Coast Guard officer at a fire, who has not been qualified under NFPA guidelines to take command on the fire ground. Boat fire streams or other services may be used for support, protection or overhaul activities underway or on shore, short of actually undertaking firefighting duties in buildings or engaging in independent firefighting.

For units with 32-foot Ports and Waterways Boats (PWBs), involvement of the boat crews should be limited to support of organized fire department operations, unless situations exist

where no agency can or will assume responsibility and a threat to the port or waterways exists.

Boat crews should not engage in firefighting activities inside buildings or other structures at any time, except in the unlikely case of having to enter a building to save a life where no other help is immediately available.

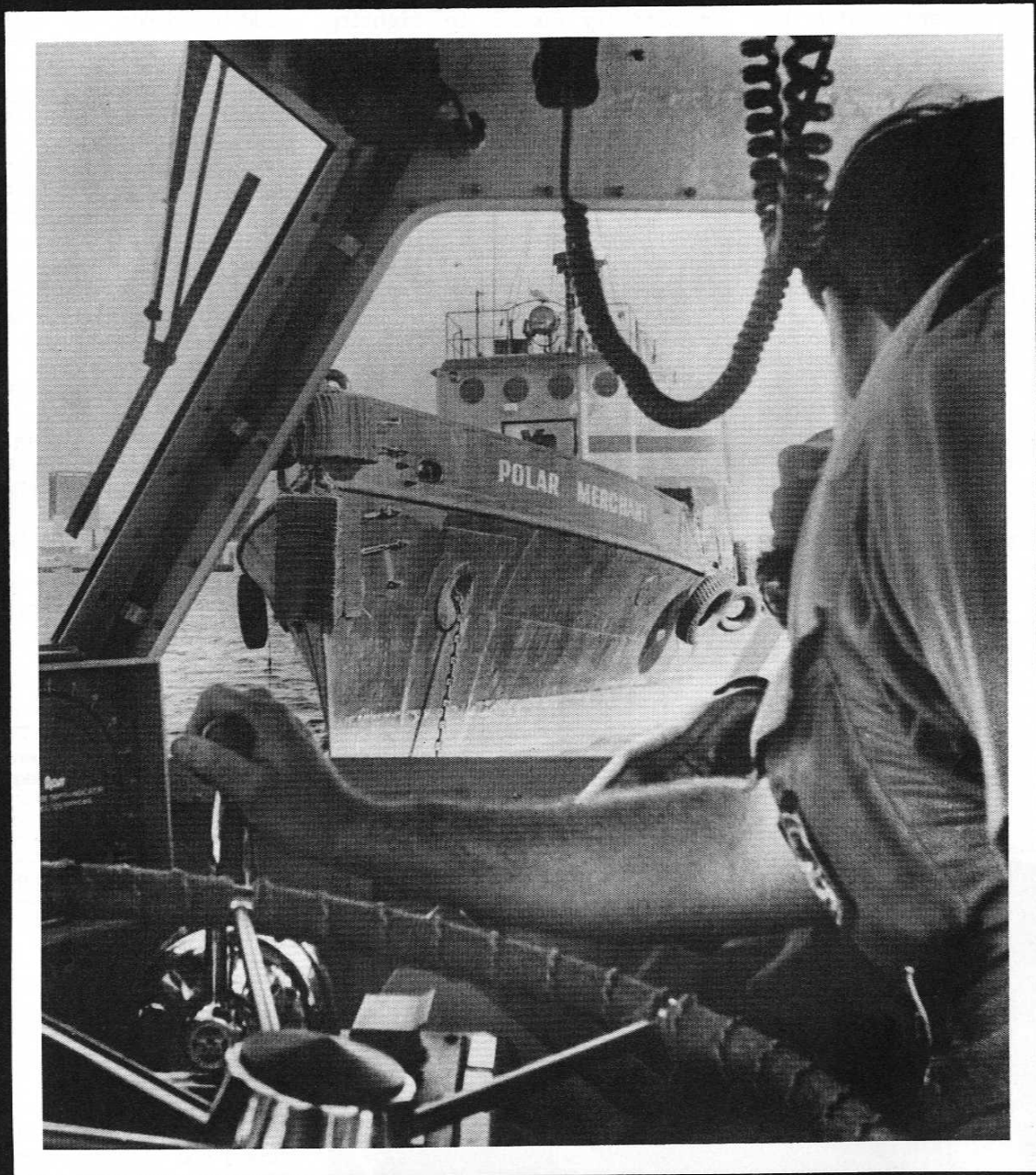
Commandant (G-WPE) is preparing guidance for protective clothing for personnel involved in firefighting support activities. Being considered are coveralls of NOMEX or similar material, firefighter's turnout coat, safety boot and firefighting helmet.

In all cases, the involvement of Coast Guard forces in actual firefighting should only be to a degree commensurate with the training levels of the response personnel, their leadership, and the capabilities of their equipment.



Rubble on the dock burns fiercely as the S. S. Sansinena lies in troubled death. An explosion ripped her in two on 17 December 1976 in Los Angeles Harbor, creating a serious threat to the port. Approximately 20 reservists were quickly placed on active duty to assist the Marine Inspection Office in its exhaustive investigation following the incident. Photo by PA1 David Harris, USCG.

The Winners!

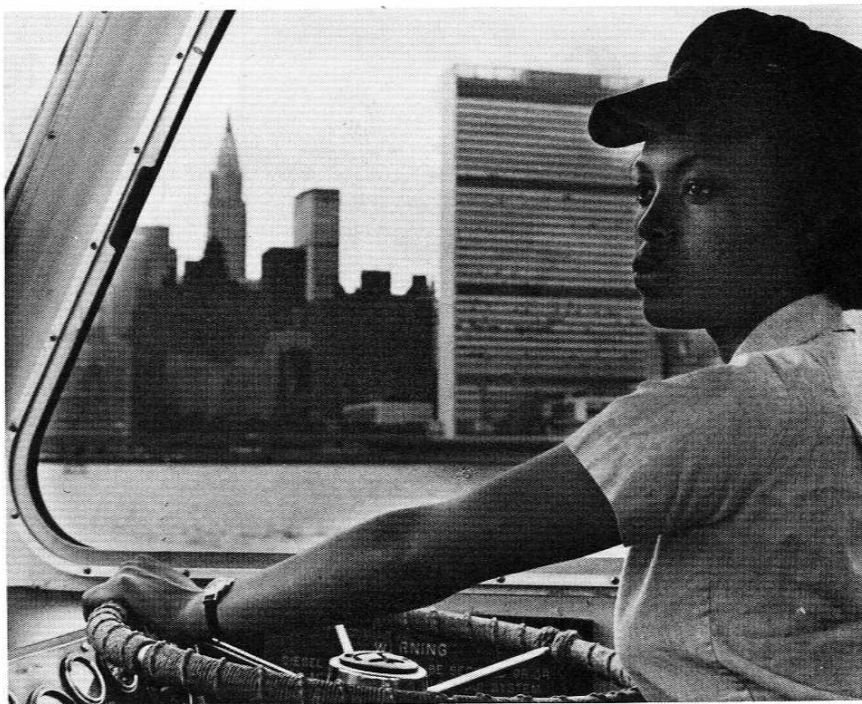


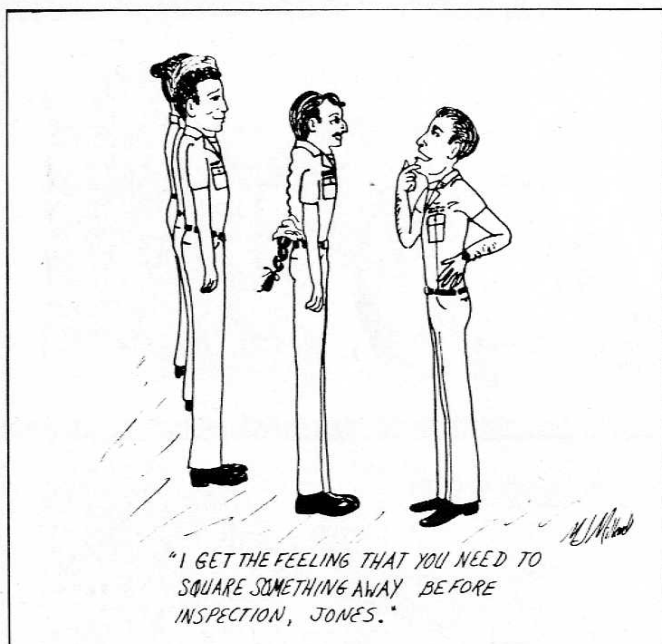
First Place winner (reservists serving humanity category): SN Joseph James Ford, USCGR. Title: "MKC R. A. Harris, USCGR, inspects a vessel before a boarding."

As promised in our March-April issue, the results of the 1981 Photo Contest are shown on the cover and on these two pages. The winning photographs will eventually be displayed in the entrance to the Office of Reserve at Coast Guard Headquarters. Our thanks to all who participated!

Right: Second Place (reservists serving humanity category): PS1 Matt Peterson, USCGR. The photo appeared on the cover of the September-October 1980 issue and shows BM3 Cynthia Culpepper, USCGR, piloting a 32-footer in New York Harbor.

Below: Second Place (reservists serving the nation category): PAC Cable Spence, USCGR (again!). Title: "Scramble."





How to put your best foot (and face) forward

by LTJG Kim Pickens, USCGR
illustrated by YN2 Mary Millard, USCG

I was showing a photograph I'd received to a friend the other day. It was a great shot. Clear, clean, action -- all the prerequisites. He glanced at it, and grumped, "Must be a reservist. His hair is so long, it's waving to the wind."

I had to agree -- it was exceptionally long. The photo was put in the "reject" pile.

Of course, that description isn't always the case. One Reserve unit I know of is so sharp, you can tell the reservists from the regulars because the reservists look so much better -- clean uniforms, shoes polished, hair trimmed, good military bearing.

Now for a personal question: which description fits you?

If the second case describes you and your unit, skip this article. (May you never run out of Brasso.)

If the first case describes you, and you couldn't give a lick, skip this article. (May the smell of Brasso burn your nose every drill weekend from here on.)

If the first case describes you, and you feel the twinges of guilt, read on. Then go out and buy some Brasso.

FROM THE NECK UP

For many people, hair is a symbol of identity. Your hair projects an image of who you are and the kind of job you probably have.

Reservists who, in civilian life, are police or fire officials generally have no trouble fitting their civilian image to their Coast Guard image. Their civilian jobs require that hair be neat, trimmed, and fairly short, just like the Coast Guard.

Let's say you're a male student, however. The image you want to project in the civilian world may not be what is required of you on drill weekends. Well, I could just say, "Tough cookies, pal," and I will, with a couple of sympathetic suggestions.

Aim to have your locks cropped the day before you go to drill (or even the night before, if you're really embarrassed).

Nowadays, short hair is "in," at least on the coasts. (In the Mid-west, where I come from, things are always a little slower.) At any rate,



whether you're into "prep," "cool," or the modern businessman look, there are many attractive short styles available for men today.

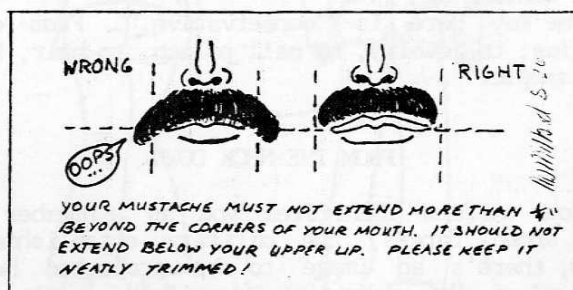
If that doesn't cut it (so to speak), for a modest investment you can buy a wig (no kidding!) that conforms to grooming standards to wear during periods of IDT. Note that ADT doesn't count; while on ADT, wear your own hair only.

Wigs are also authorized at all times for personnel to cover natural baldness or physical disfigurement. For more information, check the Uniform Regulations (COMDTINST M1020.6).

Basically, the regs say that, for men, hair will not touch the collar and will be tapered from the lower hairline upward. "Tapered" means the hair becomes shorter and less bulky in an even fashion as you reach the hairline around the neck and ears. Hair must be groomed so that it does not touch the ears or extend below the eyebrows when headgear is removed, nor interfere with the proper wearing of headgear. The bulk of hair (that is, the distance that the mass of hair protrudes from the scalp when groomed, as opposed to length of hair) must not exceed one and a half inches. This applies primarily to curly and Afro hairstyles.



A word about beards and mustaches -- they're great! Oh, um, let's see. O.K., beards and mustaches. No portion of a mustache may extend below the lipline of the upper lip or beyond a horizontal line extending across the corners of the mouth and no more than a quarter inch beyond a vertical line drawn upward from the corners of the mouth. (That's a mouthful! Check the examples shown to get a better idea.)



Full and partial beards, van dykes and goatees are authorized, provided they do not interfere with safety or sanitary regulations. Again, check the regs for more information.

At all times, beards and mustaches must be neatly groomed. The bulk of a beard cannot exceed half an inch, and the length of individual hair cannot exceed three-fourths of an inch. Spotty clumps of facial hair are not considered beards, and so are not authorized. (We all have our crosses to bear.)

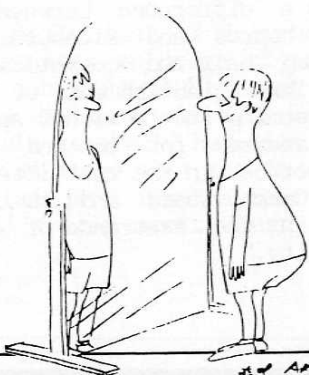
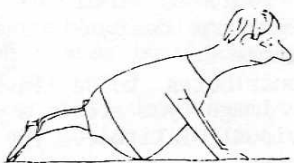
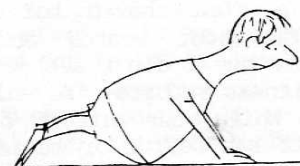
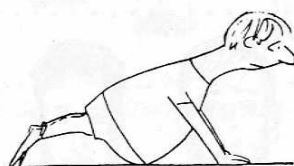
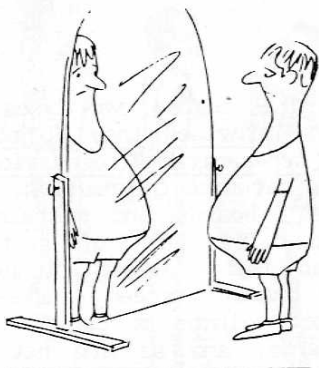


Sideburns may not extend below the bottom of the earlobes. They must be of even width, and end with a clean-shaven horizontal line.

A final note about beards and mustaches: I may like them, but I don't see you, nor do I write your fitness reports or enlisted marks. Your CO does. While your unit CO does not have the authority to ban beards or mustaches, except for safety or sanitary reasons (only superintendents of training centers and the Academy do), you are judged, consciously or subconsciously, by the image you project, just as you judge others. Groom yourself accordingly.

Women have a little more flexibility in hair length and style. (And please, men, don't give me that tired routine of: "If you can wear your hair that long, so should I!" How silly!) The uniform regs are designed to ensure that personal appearance

"... contributes to a favorable military image, yet allows a degree of individual latitude. The seeming division between the policy on grooming for male and female members is simply a recognition that there is a difference between the sexes -- beards and sideburns for men, long hair and cosmetics for women. The establishment of identical grooming and personal appearance standards for men and women would not be in the best interests of the Coast Guard and is not a factor in the assurance of equal opportunity."



Women's hair may be short or long, but in uniform the back hair may not fall below the bottom edge of the collar. Hair must not show under the front brim of the garrison or combination hat. Afro, bouffant, and other hair styles are permitted, but exaggerated styles are not. What constitutes an exaggerated style? Ask your CO.

The bulk of hair may not interfere with the proper wearing of headgear. Corn-row style hair is not permitted for men or women while in uniform or duty status. However, one or two braids with the ends secured up are O.K.



Sorry, women, no ribbons or flowers in your hair. Pins and combs similar to your hair color are permitted. Brown or gold color barrettes may be worn, as long as they don't interfere with headgear. Wigs or hairpieces are authorized, in conformance with the regs.

Oh, and here's a "biggie": earrings. One pair, quarter-inch gold ball earrings. No pearls, no diamonds, no cute little nautical anchors. (I learned my lesson long ago, the hard way.)

The regs say cosmetics shall be conservative in color and worn in good taste. What's "in good taste?" Enough to let you look like a woman and not like you're walking onto a movie set. This is military drill we're talking about, not dancing at "54".

The key here is "conservative." From cosmetics, to jewelry, to nail polish, to hair, keep it simple!

FROM THE NECK DOWN

Your uniform identifies you as a member of the armed forces, the military establishment. Now, there's an image to be projected here. (Sound of "America the Beautiful" gently be-

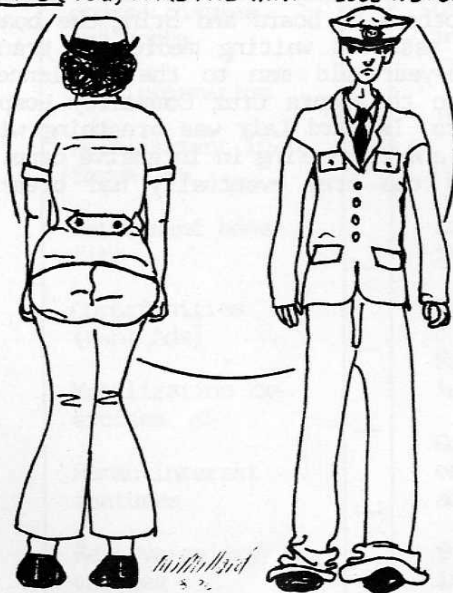
gins.) You, yes, you, Mr. and Ms. Reservist -- you are entrusted with the lives of thousands of boaters each year. You are responsible for the safe loading and off-loading of millions of tons of oil and hazardous cargo at our nation's ports. You are charged with the health and wealth of our rivers, lakes, and open waters, our ports and navigational aids. (Music crescendos to fff.) In time of war, you are entrusted with the lives of 200 million men, women and children, and over 50 million apple pies. This is America we're talking about, people -- from sea to oil-free sea!

Now, I ask you, with imagery like that, how can you help but be moved -- moved to your closet to inspect your uniforms? Are they clean? Do they fit? Are they tattered and stained?

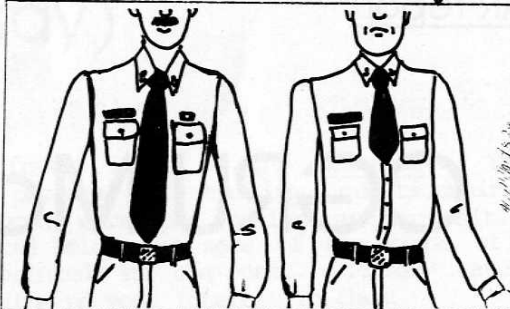
Are you waiting with bated breath for the next button to pop off? When was the last time you used edge dressing on your shoes? Do your shoes look like you put polish on -- and forgot to buff? Could you pawn your collar devices off as antiques? Does your cap cover look like a seagull "spotted" it?

Now, let's move into the future. It's your drill weekend. You have your clean, kempt uniform on, your cover in hand, and you're heading out the door to report for duty.... Stop! Turn around. Let me look at you. What's that around your neck? There, that chain! Oh, a cross. Well, tuck it under your shirt. Not only is it unauthorized when exposed, it's a safety hazard. And close the buttons over your pockets. Cigarettes, combs,

IF YOU PUT ON OR LOSE WEIGHT, BUY A UNIFORM TO FIT THE "NEW YOU." IF YOU CAN'T FIND ONE TO FIT A HEAVIER YOU, TAKE THE HINT -- LOSE WEIGHT!



TIES: PLEASE WEAR LENGTH OF TIE SHOWN ON LEFT. DON'T GET THEM IN THE BOY'S DEPARTMENT AT KORVETTE'S!



IF YOU HATE USING BRASS POLISH & YOUR BELT BUCKLE WON'T STAY SHINY WITHOUT IT, BUY A NEW BELT BUCKLE THAT STILL HAS ITS PROTECTIVE COATING INTACT. ABOUT \$08 AT YOUR B.X.

pens, and the like may not be worn exposed on the uniform.

Oh, um, let me see that cover. Boy, that's pretty tacky. Better order a new one this weekend.

Regulation socks? Yep, those are fine. (Oh, nice legs!) And you ladies with nice legs, or average legs, keep the hose conservative. No dotted, navy, vogue stockings. Wear the pedestrian ol' skin-colored shades.

By the way, that work jacket you're carrying. You already know that's a duty jacket, not a liberty jacket, right? When you're on duty, you can wear it; when you're not, you can't. (Just thought I'd check.)

Keep this in mind, too: if it zippers, zipper it. If it buttons, button it!

You know, there's a word missing here that I hope ties this whole thing together. That word is "pride."

As a Coast Guard reservist, you have much to be proud of. You are in a proud service, with a long and exciting heritage, one whose "good guys" image is known throughout the country: "The Lifesavers," "The Law on the Sea," the "Small Service with a Big Job."

You are in a proud Reserve component of the Armed Forces. Did you know that currently we are the only Reserve component that derives most of its training from augmentation of active duty forces? Our successful augmentation program may prove to be a pacesetter. Now other Reserve components are looking into the many advantages of augmentation training, especially as it relates to mobilization readiness. When combined with mobilization training, we think it provides the best possible training, tax dollar for tax dollar.

Yes, there's a lot to be proud of. A proud service. A proud Reserve.

Be proud -- and let it show!

SAR report

CGRU Monterey Station

On a sunny Sunday April morning, the duty boat crew was heading for breakfast, shortly before securing from duty. A 0645 call for assistance from a boat with propeller failure sent MK3 Achen, MK3 Carothers, BM3 Mills, SA Cantrell and SA Kumre, all of CGRU Monterey Station, Cal., toward the Bravo buoy to assist the vessel Coral Sea.

Enroute the crew was informed that the propeller had been replaced, and the SAR call was cancelled. They were directed to return to Monterey Station.

Ten minutes later, the Coral Sea again reported difficulty, and Coxswain Achen and his crew were again directed to assist. Before their arrival, the request was cancelled for the second time, and the crew turned about.

Enroute back at 0816 (still no breakfast), they were notified that a distress call had been received by Monterey Station that a heart attack victim was aboard the Captain Coors somewhere in the Seacliff Beach area. The radio call had been made by someone unable to give further information or boat description. There were approximately 75 boats in the area at that time.

At 0825, Achen spotted a vessel 20 miles off

Seacliff Beach, heading for Santa Cruz. He called Station Monterey and asked if the boat could confirm that it was red and white in color. The boat replied affirmatively.

Achen radioed for an ambulance. QM2 Connally at Station Monterey relayed location information.

As they came alongside, Achen determined that CPR was being administered by a man, and began to escort the vessel into the channel.

As they entered Santa Cruz harbor, Achen signaled the craft to come alongside. Instead, the boat steamed past, then suddenly reversed at a lower speed, striking the 41-footer.

BM3 Mills, a Coast Guard-certified EMT, jumped into the Captain Coors to assist in continuing the CPR. A 12-year old boy, who had been pressed into emergency service to drive the boat, appeared and walked away from the helm. Achen directed Carothers to board and bring the boat in.

The crew assisted waiting medics in transferring the 66-year old man to the ambulance for transport to the Santa Cruz Community Hospital. Within hours, Leonard Lair was breathing without assistance and recovering in intensive care.

We assume the crew eventually had breakfast.

Everything I always wanted to tell that editor (but didn't know how to say)

During my two years as editor, I've received a number of comments and suggestions from reservists in the field on ways to improve this magazine. You, too, can help by filling out this questionnaire. What do you like about the Reservist? What don't you like? What kinds of articles would you like to see more of?

Please feel free to add as many comments as you'd like. Return the questionnaire to:

Commandant (G-R-1/51)

U.S. Coast Guard

Washington, DC 20593

Attn: LTJG Kim Pickens

by 31 October 1981. Results will be published

in a future issue of the Reservist. You can save postage by mailing questionnaires in government envelopes obtained at your unit.

Listed below are some of the kinds of articles printed in the past. Please rate them according to your interest in them.

Put a "4" and a number next to your ten favorite kinds of articles, according to preference. For example, if you are most interested in pay information, put "+1" next to it, "+2" next to your second favorite, and so on.

If there is something you couldn't care less about, put a "-". Not all need be marked.

Type of Article	Rating	Type of Article	Rating	Type of Article	Rating
Personal achievements and awards	—	Unit achievements and awards	—	Changes of command	—
Retirements	—	Promotions and advancements	—	Deaths	—
Correspondence course changes and notes	—	Changes in advancement or promotion systems	—	Survivor Benefit Plan Information	—
Pay information	—	Tax information	—	Upcoming exams	—
Reenlistment information	—	Uniform changes	—	Retiree information	—
Retirement benefits	—	Educational benefits	—	Incentives information	—
Opportunities (Want Ads)	—	Admiral's corner	—	Mobilization and military readiness information	—
Mobilization Exercises	—	Features on individuals and units	—	Historical articles	—
Human interest features	—	Commandant's "State of the Coast Guard" address	—	Others (list)	—
Reserve policy changes	—	Employee support information	—	-----	—
Reserve privileges	—	Reserve policy changes	—	-----	—
				-----	—

Please rate the overall quality of the Reservist magazine by answering the following:

Overall, I would rate the quality of the Reservist magazine as: outstanding __; generally interesting and informative __; of some interest __; so-so to poor __.

The amount of feature material compared with information articles is: about right __; too heavy on the feature side (I'd like to see more informational articles) __; too heavy on the information side (I'd like to see more features) __.

The amount of material geared toward enlisted personnel compared with the amount geared toward officers is: about right __; too heavy on the enlisted side __; too heavy on the officer side __.

I found the 1980 Special Issue to be: outstanding, highly informative __; generally interesting and informative __; of some interest __; boring with a capital "B" __.

One article I'd like to see in the Reservist is: (List more if you'd like.)

Listed below are the sections used in the Reservist magazine. Please list the sections in the order you generally read them in the space to the right. If you rarely read a particular section, leave it out. If you read the magazine in no particular order, check here ____.

Unclas
Admiral's corner
Brief comments
Features
Opportunities

If you listed one particular section first, why?

If you left a particular section out, why?

Check appropriate lines below:

Officer __ Enlisted __ Selected Reserve __
Extended Active Duty __ Individual Ready Reserve __ Standby Reserve __ Retired __
Other __

In the space below, add any comments, suggestions or criticisms you have concerning the Reservist magazine. This can be about anything: content, lay-out, timeliness, paper, how well it weathers the mail system, distribution, etc. Add

another page if you'd like. Don't be afraid to to hurt my feelings. I have plenty of tissues. Thanks again for your efforts. All responses will be read with interest and a flexible mind.

*'Training
is always
good'*

story and photos
by PA1 Lance Jones, USCG

Demonstrating their proficiency in boat drills, Coast Guard Reserve boat crews from the St. Petersburg area took time out in April to compete against the scorecard. The drills included assisting a boat on fire, towing a disabled boat (AUXFAC Manta Ray, skippered by Mr. William Oalmann, Jr.), fog navigation and loss of steering.

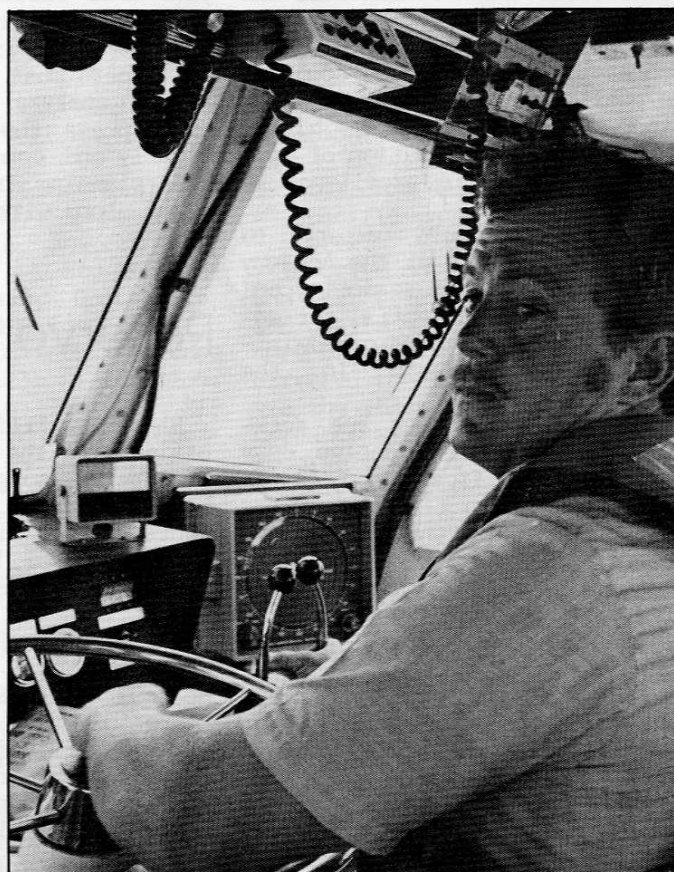
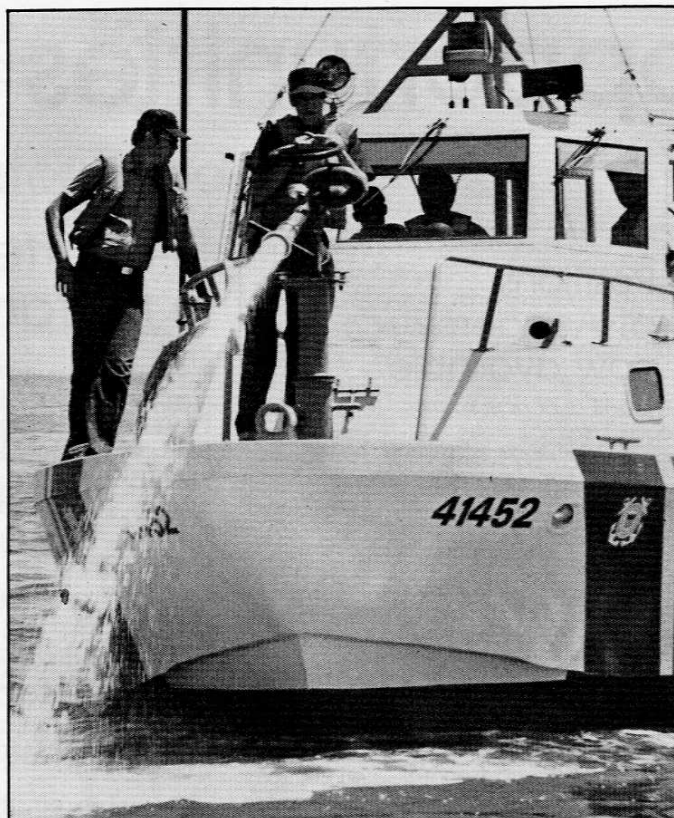
The two teams shared Group St. Petersburg's 41-footer, with CWO4 Radatz from the Group serving as judge.

BM1 Hank Quednau, boat coxswain on the second team, had this to say about the exercises: "Training is always good. The crew likes it when it's constructive and the parameters for the training are good."

"Man overboard" drills and engineroom damage control were included with the rescue drills to round out the training. The emphasis while on rescue operations included knowledge of the 41-footer and Coast Guard general skills.

Observing the training exercise was Mr. Ron Touchton, Division Operations Officer with the Coast Guard Auxiliary. The Auxiliary was planning a competition very similar to that conducted by the Reserve unit later in May. Said Mr. Touchton, "I would like to see this on a mandatory basis. It would improve our operations."

That seems to be the consensus of the units in the St. Petersburg area.



Top: BM3 John Howard, USCGR, works the fire monitor during a simulated response to a boat on fire. The Reserve crew was assisted by BM3 Mike Myers, USCG, and CWO4 Radatz, USCG, from the Group. Above: BM1 Hank Quednau, USCGR, keeps a watchful eye as he maneuvers the 41-footer through a simulated fog-navigation exercise.

opportunities

Positions at Academy now available

Applications are now being solicited for seven undergraduate teaching positions at the Coast Guard Academy.

Selectees will be commissioned as officers in the Coast Guard for the Permanent Commissioned Teaching Staff of the Academy, effective during the summer of 1982.

Appointments are expected to be made in grades of lieutenant and lieutenant commander, with pay and allowances of those grades commensurate with credentials and experience.

Earned doctorate, teaching and professional experience, scholarly publications and military officer experience are highly desirable. A combination of military and academic excellence is important.

Applicants should expect to contribute to life at the Academy in areas other than academic, and should have the potential for advancement to positions of administrative leadership in the Academic Division.

Selection committees are seeking candidates from active duty and Reserve officer sources as well as civilian citizens of the United States in the fields of: marine engineering, nautical science, computer science, economics/management, mathematics, physics, marine science or chemistry.

Applicants should submit resumes and names of references to: U.S. Coast Guard Academy, Academic Division, Box A-4701, New London, CT, 06320 prior to 1 October 1981.

For more information, see COMDTNOTE 1531 of 17 July 1981.

The Coast Guard Academy is an Equal Opportunity / Affirmative Action employer.

EAD offered in military readiness

Reservists are needed in support of the Military Readiness Planning Management program. Billets may still be available in the district and Headquarters staffs indicated below:

staff component	level	#
CCGD1(or)	O-2/O-5	1
CCGD2(or)	O-2/O-5	1
Headquarters(G-OMR)	O-3/O-5	3
Headquarters(G-OMR)		
clerical support	E-4/E-7	1
data processing	E-4/E-7	2

Duration of duty will be one year from selection with no extensions. These orders will constitute a PCS move.

Officers must possess the ability to analyze complex problems and express thoughts in writing clearly and concisely. A readiness planning background is desired along with familiarity with

district organization. Graduates of the Senior Officer Mobilization Course or the Military Readiness Planning Course are particularly desired.

Clerical support personnel should be able to type at least 40 wpm and have experience with word processing equipment.

A secret clearance is required for all positions.

Requests for the above listed duty shall be submitted on Form CG-3453 via the member's home district directly to Commander (or) in the district desired or to Commandant (G-RT) for the Headquarters billets.

A separate CG-3453 must be submitted for each billet the member desires, and should indicate which, if any, other billets are acceptable.

Submit your request as soon as possible, as selections are now being made.

Reserve needs reservists

Highly qualified inactive duty officers in the Selected Reserve are being sought to fill six billets vacated by RPA reassignments. The following billets are likely to be available not later than 1 October 1981:

Headquarters(G-RA) Systems Analyst
Headquarters(G-RT) Education Specialist
CCGD1(r) Training Officer
CCGD3(r) Training Officer
CCGD8(r) Training Officer
CCGD11(r) Training Officer

Selectees will serve two years on temporary extended active duty under a non-renewable contract.

All O-2 and O-3 personnel with date of rank of 1-1-79 or later who have participated satis-

factorily and continuously in the Selected Reserve during the last 12 month period are eligible to apply. Member must also be medically qualified for recall to temporary EAD and able to pass necessary security clearances.

Applications shall be forwarded to Commandant (G-PO-3) via the chain of command. Endorsements addressing the suitability of the applicant for the specific billet applied for shall be supplied by each officer in the chain of command. All applications shall be in the format specified by 1-B-3 (D) (1) of CG-207 (Personnel Manual).

More detailed information on this initial solicitation may be obtained by calling Commandant (G-RP) at 202-426-1603.

YN or any rate with typing ability as support in Publications and Directives Branch of Medical Administration Division, HQ, ASAP for 120 days.

One YN, E-4 to E-7, with good typing skills, ability to use word processor desired, in Ocean Engineering Division, HQ, ASAP for 90 days.

One E-4 to E-7, any rating with clerical skills, ability to use word processor desired, in Readiness Planning Branch, HQ, ASAP for 120 days.

One YN, E-4 to E-6, for clerical support, Marine Safety Council, HQ, ASAP for 14 to 120 days as available. Local resident desired.

One architect, with experience in exterior building renovation, one draftsman, with experience in mechanical and architectural drawing, and one mechanical engineer, with experience in design and modification of heating, ventilating, and air conditioning systems, any pay grade, for three weeks (architect and draftsman) and four weeks (engineer), nlt 1 December 1981, RTC Yorktown. Include resume. Send copy of resume and CG-3453 to: CO, Facility Engineering Division, RTC Yorktown, VA 23690.

One O-1 to O-5, with financial management background and familiarity with CG accounting system, to investigate housing maintenance and repair funding, Personnel Services Division, HQ, after 15 Nov. for 60 days. Send blind copy of CG-3453 to G-RT to facilitate selection.

One DP, E-4 to E-9, or any officer with experience in computer programming (COBAL), to develop new computer programs in support of the Reserve Mobilization System (MOBSYSTEM), Reserve Programs Division, HQ, ASAP for up to six months. To facilitate selection, submit blind copy of CG-3453 to G-RT ASAP.

Coordinator needed

Reserve support is needed at Group Hampton Roads, Portsmouth, Va. The position is for an on-scene systems coordinator for Research and Development (R & D) Command and Control Test Bed for 365 days, reporting not later than 4 January 1982.

One QM, RM or DP, preferably E-5 to E-7 is needed for this position. However, other levels, including WO, will be considered.

After a training period, the coordinator will be required to maintain a working knowledge of the computer-based system operation and act as a systems controller. A major function will be to interact with the Group and Station operators to assist in training, problem solving, and

daily system operation.

While computer experience is not mandatory, the nature of the position will make it very beneficial. As a minimum, the individual should exhibit exposure to the use of computers via terminal equipment. Of particular importance is the capability to interact with user personnel and to engage in trouble shooting/problem solving. Typing ability is desirable.

Orders will constitute a PCS move.

For further information contact CDR B. H. Romine or Mr. D. Firestone at 202-426-1027.

Submit your CG-3453 to Commandant (G-RT) via the chain of command as soon as possible.

War and Staff College courses in '82

The following War and Staff College courses will be offered during FY '82:

1. Reserve Officer Naval Operations (RO/NO). Location: Naval War College, Newport, RI; Convening date: 13 Sep 82; Duration: 12 days; Quota: 6; Eligibility: 0-3/0-4.

2. Reserve Officer Defense Economics (RO/DE). Location: Naval War College, Newport, RI; Convening date: 1 Mar 82; Duration: 12 days; Quota: 5; Eligibility: 0-5/0-6.

3. Reserve Components National Security Course (RCNSC).

a. Location: NAS Pensacola, FL; Date: 8 Feb 82; Quota: 8.

b. Location: National Defense University, Ft. McNair, Washington, DC; Date: 14 Jun 82; Quota: 8.

c. Location: AFRC Los Alamitos, CA; Date: ** Nov 82; Quota: 8.

For RCNSC, Eligibility: 0-4*/0-5; Duration: 12 days.

* On exceptional basis.

** Specific date to be announced later.

4. Joint Planning Orientation. Location: Armed Forces Staff College, Norfolk, VA; Convening

Date: **May 82 and **Sep 82; Duration: 12 days; Quota: 3 for each date; Eligibility: 0-4/0-5 for each date.

** Specific date to be announced later.

Inactive duty Reserve officers, who meet eligibility requirements and desire attendance at one or more of the above courses, are directed to submit applications, via the chain of command, in accordance with Chapter 3 of the Reserve Training Manual (CG-392).

District Commander (r) shall complete substantive endorsements on all applications. A single cover endorsement on several applicants is acceptable. In such a case, applicants are to be rank-ordered, within course, from most highly to least recommended. The District should recommend only superior officers with good military bearing and ability to function at a postgraduate level.

Applicants are encouraged to enclose a resume and two recent unmounted photographs, one profile and one full-face. Applications are to reach Commandant (G-RT) not later than 12 November.

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
WASHINGTON, D.C. 20593

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